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'HERE WE ARE!' REPORTS FORD FROM FAR STRETCHES OF SIBERIA

All Countries of Pacific, He
Says, Are Working Togeth-
er to Get Tourists

By ALEXANDER HUME FORD.
BAIKAL, on Lake Baikal, Siberia.
May 4.—Here we are, Joe and I, on
the banks of Lake Baikal, in Central
Siberia, editing the Mid-Pacific Mag-
azine aboard the train. From our
stateroom we can look out on the lake
and at the same time keep right on
with our work, editing the articles
we have been collecting and gather-
ing around the Pacific, and when we
tire of this we turn to the table on
which the typewriter rests and ham-
mer off reams of correspondence to
the great men of the Pacific that we
have cajoled into promising articles
for the magazine, and soon they will
realize that there will be no rest for
them until the articles are written
and delivered in Honolulu.

Then, too, all around the ocean are
the "Hands-Around-the-Pacific"
luncheon clubs, and on each of these
the leading newspaper men of the
community are high up in the direc-
torate and they are waiting for news
of the success of the movement else-
where. Our speakers are beginning
to pass now from one country to an-
other. In Honolulu you got one of
the first in Sir Newton Moore, who
was practically the speaker at the
birth of the "Millions Club" of Perth.
West Australia, which is a branch of
the "Hands-Around-the-Pacific" Club.
You should soon be getting Joe Lei-
ter, who is headed your way on his
yacht, the Niagara. He was the first
speaker of the "City Club" of Manila,
which is another branch of the
"Hands-Around-the-Pacific." He should
be captured by the Ad Club for a talk.

For six days I have been dictating
eight to 10 hours a day, and for an-
other six days until we reach St.
Petersburg I expect to be working
just as hard, and perhaps then I will
have my papers in such order that I
can get out the report of the tourist
bureau of the Pacific, that the Aus-
tralian government intends publish-
ing.

Perhaps what has surprised me
most was the eagerness with which
Japan came right into the movement.
To have all the countries of the Pa-
cific work together as a unit to
attract travel to the big ocean, and
entirely around the Pacific.

If I can have my way with the min-
ister of communications in St. Peters-
burg there will be a daily mail from
Shanghai to St. Petersburg and Mos-
cow that will make the trip in 14
days, two days longer than the
time made by the transiberian ex-
press from Peking, but at a cost of
less than half as much. Think of
going from Shanghai, China, to the
center of Europe for the sum of \$100,
including your berth for the entire
distance. It is true you have to pro-
vide your own blankets and sheets,
but after you are accustomed to this
mode of travel, you will infinitely
prefer it. It is the universal custom
in Russia to provide your own blan-
kets and sheets at the hotels; in fact,
some hotels rent you merely the
room, the bed and the mattress, so
you had better have your bed cloth-
ing with you anyway.

There is very little difference in
Russia between the mail trains and
the cars of the "wagon lits." The
difference is in the cost of transpor-
tation and the desire of making the
trip in one day less time. The first
class cars have staterooms with an
upper and lower berth. The second
class cars have four berths, two up-
per and two lower and are just as
comfortable. Often, if there are two
of you, you may get one of these
rooms to yourselves, but as there are
never more than four in one of these
staterooms, and as they extend en-
tirely across the car, save for the nar-
row corridor on one side, and this is
the broadest gauge railway in the
world, you can see the room you have.
The advantage of the mail train is
the frequent stops, when you can get
out and walk, or dine in the station
buffet. You make the trip across
from Vladivostok to St. Petersburg
in less than 12 days anyway, against
a day or two less by the express; but
the real enjoyment is getting out and
seeing something of the towns and
the strange costumed nomads at the
stations. This makes it worth while
to go by the mail train.

I know that the Russian govern-
ment is contemplating doing some-
thing with its regular daily mail ser-
vice, to make it better known, and I
shall try to get the minister of com-
munications to establish a tourist bu-
reau at Vladivostok that will co-oper-
ate with us, and we will distribute
the literature of Siberia around the
Pacific, as they will distribute ours
in Russia and Europe, and this is most
important, for I have gotten our trans-
pacific transportation people to see
that by making use of the low rates
on the local mail trains across Russia
and Siberia and giving a combination
rate across the Pacific by way of Ja-
pan and Hawaii, that many western
Americans in Europe will be tempted
to return to San Francisco by this
route, instead of back by the old way
across the Atlantic and the American
continent.

I would not ask for more comfort-
able travel than I am now enjoying,
although I believe that I would put a
force of Japanese, as janitors in
charge of the cars, as the Japanese
are extremely clean, and the Russian
laborer is quite the reverse. This is
the chief point that I wish to em-
phasize with the minister of communi-
cations. Once a trained force of men,
who know how to keep cars clean, is
put at work across Siberia, the daily
mail train will be fit for anyone in
the world to travel by, either first or
second class. In the third class there

are mere board shelves, six to a com-
partment, and in the fourth, or immi-
grant, trains, mere days the width of
the car, and every hour or so we
pass an immigrant train coming Si-
beriaward.

Double-Tracking Line.

The transiberian line is being rap-
idly double-tracked, and trains are
now running from St. Petersburg
along the new route following the
Amur river as far as Blakoveschinsk,
and next year they will be running
from St. Petersburg to Vladivostok en-
tirely on Russian soil, and then I be-
lieve that there will be a great change
and that the world will hear of them
daily trains that leave Vladivostok
every morning and every evening for
their 7000-mile trip across Asia and
Europe.

Odd, isn't it, that we should be look-
ing to St. Petersburg and the trans-
iberian railway in Europe to help
promote tourist traffic to Hawaii?
It only demonstrates the benefits we
may confer upon each other by work-
ing together and helping each other
instead of standing alone.

I wish the people of Honolulu could
meet the earnest and sincere men in
every walk of life who have allied
themselves with this movement with-
in the last eight months, to create a
Pacific patriotism. It is not strange
that the transportation men are
among the most eager to see this
brought about, but the highest offi-
cials in each country seem even more
impressed with the possibilities. I
no longer lead the "Hands-Around-the-
Pacific" movement. I am just hustling
with all the power in my soul to keep
up with it, and it is gathering force
just as does a great snowball rolling
down hill. Think of our getting China
to actually consider the establish-
ment of a government tourist bureau
and publicity department, with the
imperial railways committed to a plan
to get out a guide book of the sights
and scenes along the line of the rail-
ways in China, similar to the one got-
ten out by Japan, which is a splendid
model for Hawaii to follow.

Will Systematize Work.

At our conference in London we
will probably outline some definite
plans for all of the tourist bureaus,
publicity committees, immigration de-
partments and transportation concerns
of the Pacific to consider, along the
idea of our unifying our efforts, espe-
cially in the size, form, and matter of
the folders that we get out, so that
they overlap each other, and form a
continuous round-the-Pacific fund of
literature. Then a complete conven-
tion will probably be called in Hono-
lulu just prior to the Panama Exposi-
tion, so that we can learn each other's
all be of use to Hawaii.

Fort Shafter Notes

(Special Star-Bulletin Correspondence)

FORT SHAFTER, June 9.—Mrs.
Camp, the mother of Lt. T. J. Camp of
the 2d Infantry, was a passenger for
the states by the transport that sailed
for San Francisco last Sunday morn-
ing. Mrs. Camp has been making her
home with her son for the last several
months and returns to the main and
for a visit.

The 1st battalion is now finishing
up its range firing for its recruits at
known distances, slow and rapid fire
and will go at once to instruction
practice, combat firing and will fin-
ish up with combat firing on the "B"
range with squad and platoon prob-
lems, the most interesting of all target
work. Company B, from present
reports seems to be the most success-
ful of the four companies of the bat-
talion in the results of qualifying the
new men in individual work but the
300-yard rapid fire may upset calcu-
lations for all.

A number of officers of the 3d bat-
talion of the regiment that is now in
the field on Judge Perry's place east
of Fort Rager, were in the post for
over Sunday to visit their families or
friends and meet other friends pass-
ing through on the transport. Cap-
tains Jamerson and Malone and Lieu-
tenants Campanale and Calder were
among the number that took this ad-
vantage of the cessation of field work
for the battalion for Saturday night
and Sunday.

Capt. Robert McCleave, 2d Infantry,
spent Sunday at Schofield Barracks
as the guest of his brother, Lieuten-
ant McCleave of the 25th, and took in
the great 10-inning game between the
Coast Defense and 1st Infantry ball
teams that took place that day.

Company has added to its already
attractive company amusement room
the latest model of an electrically op-
erated player piano that has been
found to be a most desirable addition
and great source of pleasure. The

ways, and to work together before we
move into the Pan-Pacific Pavilion to
begin our eight months' publicity cam-
paign to attract the American to Pac-
ific lands, and to learn from each other
the best methods of promotion and
tourist work successfully practiced in
each of the Pacific countries. I have zig-zagged now about 10,000
miles back and forth across China,
Manchuria, Korea, Japan and Siberia,
calling on the men who could tell me
anything about modern methods in pro-
motion work, and it is a most fortun-
ate thing that I have dictated my daily
diary to Joe, especially the conversa-
tions with those men who have tried
many ways and have picked out the
best. Some day I trust that this will
all be of use to Hawaii.

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Honolulu, Hawaii.

piano has been purchased by contri-
butions on the part of the men paid
in monthly installments of moderate
sums and is the only feature of its
kind to be found in any of the com-
pany amusement rooms in the regi-
ment.

The program to be played by the
2d Infantry band on Wednesday even-
ing at 6:30, in the at dome theater
of the post, is as follows:
March, Pride of Victory Blandau
Overture, Nakire's Hochzeit Lincke
Solo for Clarinet

Sergeant Volta Roche
Valses Espagnoles Ole
Finale, Ragging the Nursery Rhymes Brown
Albert Jacobson, Chief Musician

Mrs. Calhoun, the wife of 1st Ser-
geant Calhoun of B company, who has
been seriously ill for some time past,
is now rapidly recovering and will,
it is thought, be entirely restored to
health in a short time.

German Floating Drydocks

The latest floating dry docks in
Hamburg harbor show improvements
in convenience and capacity over old-
er installations. Not only is the size
increasing, made necessary by the
greater tonnage of the newer vessels,
but the mechanical arrangements
shorten the time required for docking

the great vessels, and lighten the
labors of the men employed in that
arduous occupation. These docks are
of two designs, the "L" and the "U"
types, as they are called, both of
which have the decided advantage of
permitting the docking of ships whose
length greatly exceeds that of the
dock. For instance, in a 230-foot dock,
the Hamburg steamer Modestus was
docked, the vessel projecting 30 feet
fore and aft over the keel blocks.
While in exceptional cases vessels 240
feet longer than the dock have been
handled. The floating dry docks are
built in two or more sections, to fa-
cilitate towing through canals when
it is desired to bring them to other
ports. So powerful are the pumps
with which these floating docks are
equipped that it is but a matter of 40
or 50 minutes after the vessel is se-
cured in its place that the dock has
lifted it out of water, in shape for
overhauling.—Popular Mechanics.

J. M. Smalley, assistant general
manager of the Rock Island railway,
died in Topeka, following a stroke of
paralysis.

TO CURE A COLD IN ONE DAY
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the money if it fails to cure.
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each box.
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